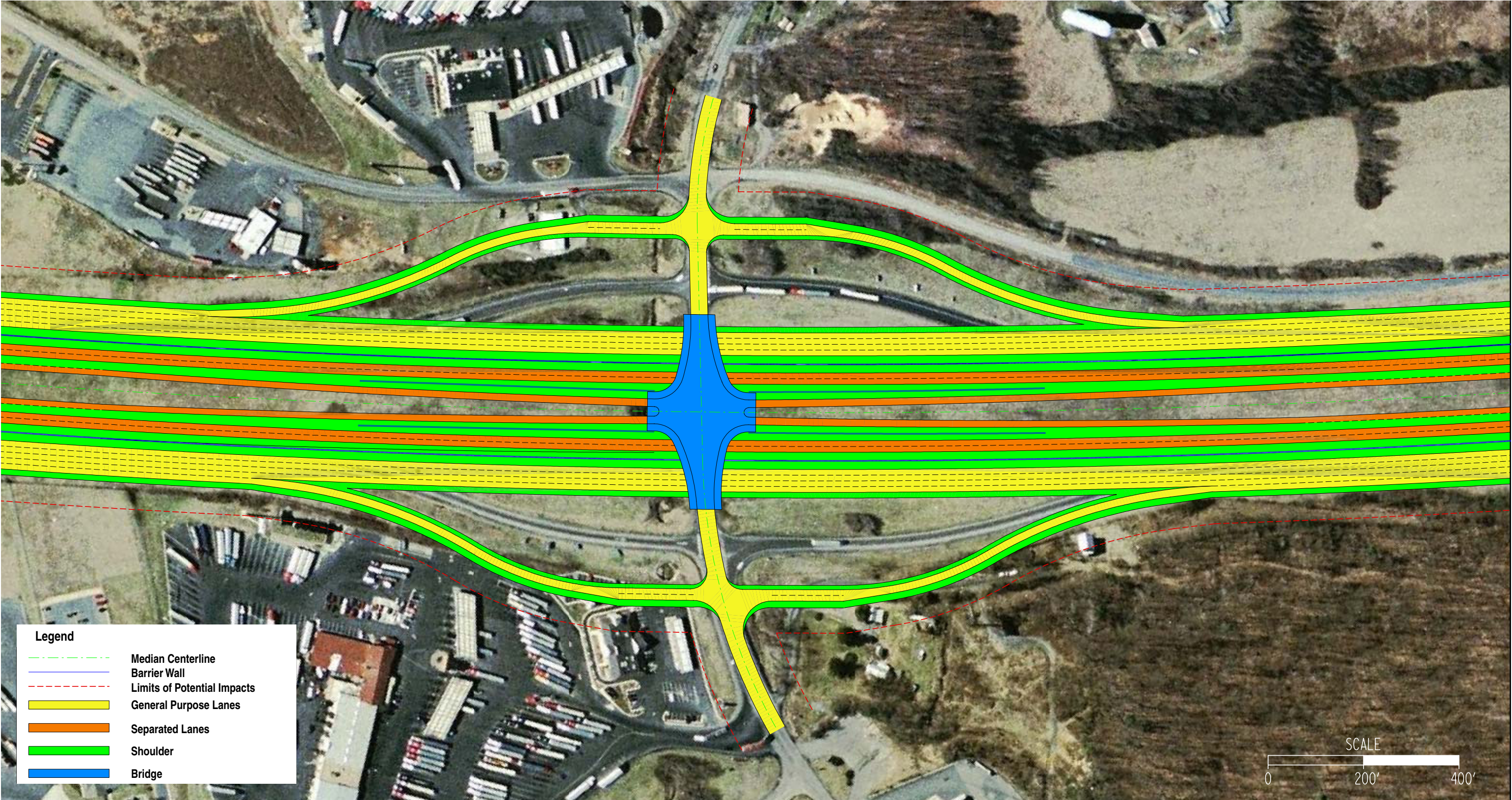


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Minimum Width
Diamond Interchange
Template

Figure
5-4



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Maximum Width
Diamond Interchange
Template

Figure
5-5



Sheet 1 of 11

Potential Impacts to Land-Uses and Man-made Environment:

I-81 TN State Line to Exit 32

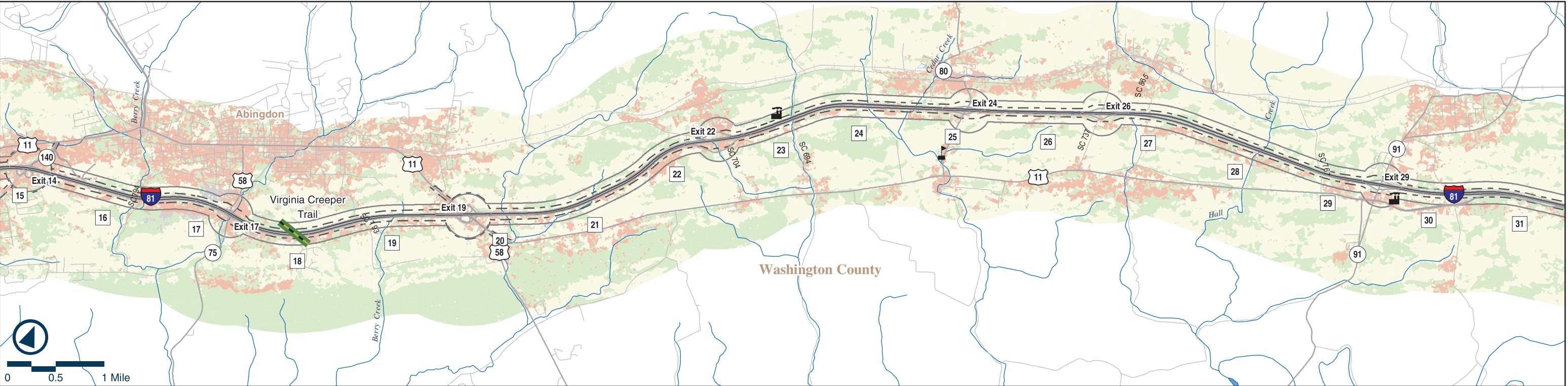
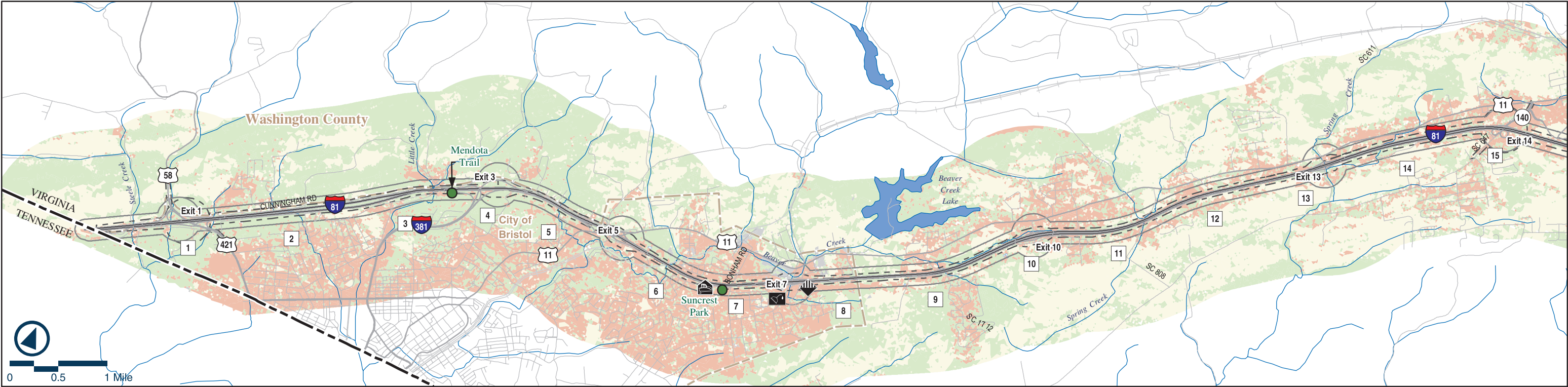


Sheet 1 of 11

I-81 TN State Line to Exit 32

Resource	Minimum Width	Maximum Width	Add 2-Lanes	Add 8-Lanes
Displacements				
Residential	63	120	99	269
Business	109	124	135	178
Fire and Rescue	0	0	0	1
Hazardous Waste Sites				
RCRA Sites	1	1	1	1

Total potential impacts are for I-81 only. Rail corridor potential impacts are summarized in text.



Land Use

	Barren
	Developed
	Upland Forest
	Agricultural/Grassed
	Agricultural/Forestral Districts
	Prime Farmlands
	Open-Space Easements
	Parks and Recreation Areas
	Limits of Maximum Width Footprint
	Study Area

	Colleges
	Schools
	Libraries
	Petroleum Facilities
	RCRA Sites
	Toxic Release Inventory Sites
	Fire and Rescue
	Milepost
	SC# Secondary County Road

GIS Source:

Land Use	LANDSAT Imagery
Agricultural/Forestral Districts	VDOT/Various Counties, 2003
Prime Farmlands	VDOT/SSURGO data, 2002
Open-Space Easements	VA Outdoors Foundation, 2003
Parks and Recreation	Colorado State University, 2003
	National Park Service, 2001
	City of Harrisonburg, 2004
	City of Salem, 2004
	Shenandoah County, 2004

Colleges	VA Economic Development Partnership, 2002
Schools	VA Economic Development Partnership, 2003
Libraries	VDOT, 2004
Petroleum Facilities	VDOT/DEQ, 2003
RCRA Sites	VDOT, 2004
Toxic Release Inventory Sites	VDOT/USEPA, 2003
Fire and Rescue	VA Economic Development Partnership, 2002



**Potential Impacts to
Land Uses and
Man-made Environment
I-81 Corridor**
Sheet 1 of 11



Sheet 2 of 11

Potential Impacts to Land-Uses and Man-made Environment:

I-81 Exit 32 to Exit 60



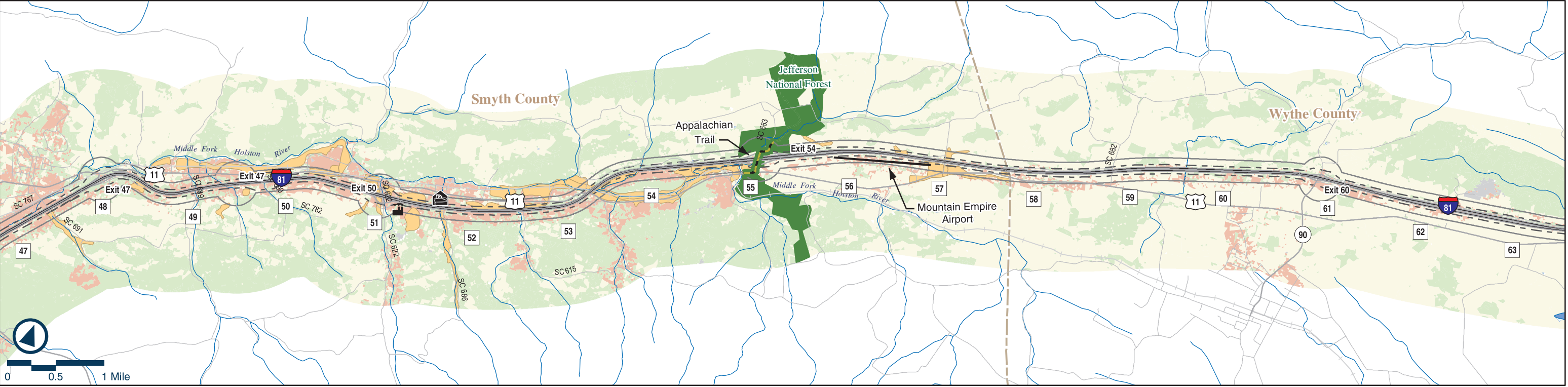
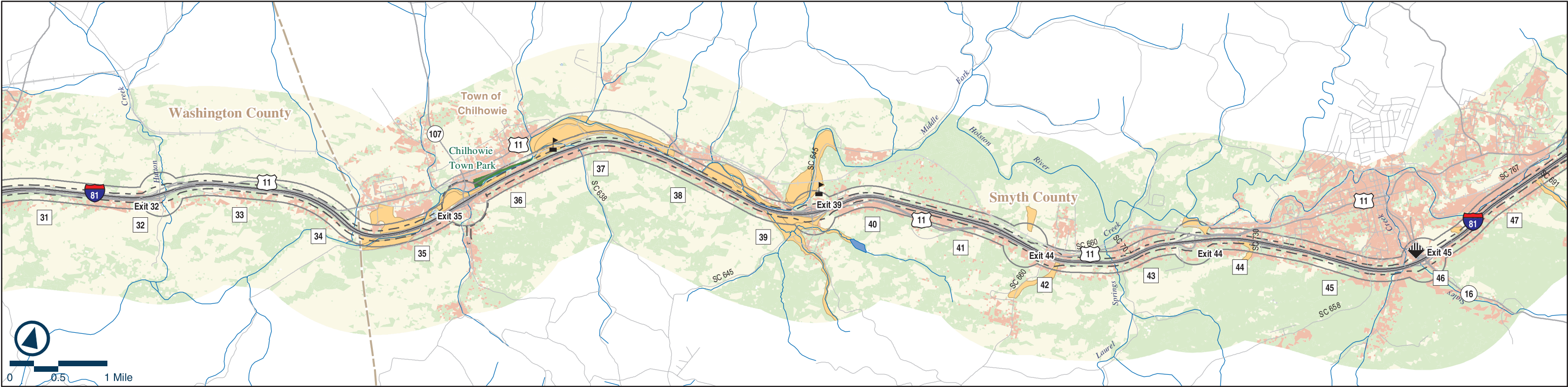
Sheet 2 of 11

I-81 Exit 32 to Exit 60

Resource	Minimum Width	Maximum Width	Add 2-Lanes	Add 8-Lanes
Displacements				
Residential	64	64	64	155
Business	86	87	86	125
Prime Farmland				
Smyth County (ac)	81	81	81	135
Parks, Recreation Areas, and Open-Space Easements				
Jefferson National Forest (ac)	2.7	2.7	2.7	6.1
Appalachian Trail	yes	yes	yes	yes
Chilhowie Town Park (ac)	0.5	0.5	0.5	1.5

Total potential impacts are for I-81 only. Rail corridor potential impacts are summarized in text.

ac=acres



Land Use

- Barren
- Developed
- Upland Forest
- Agricultural/Grassed
- Agricultural/Forestral Districts
- Prime Farmlands
- Open-Space Easements
- Parks and Recreation Areas
- Limits of Maximum Width Footprint
- Study Area

GIS Source:

Land Use	LANDSAT Imagery
Agricultural/Forestral Districts	VDOT/Various Counties, 2003
Prime Farmlands	VDOT/ SSURGO data, 2002
Open-Space Easements	VA Outdoors Foundation, 2003
Parks and Recreation	Colorado State University, 2003
	National Park Service, 2001
	City of Harrisonburg, 2004
	City of Salem, 2004
	Shenandoah County, 2004

Colleges VA Economic Development Partnership, 2002

Schools VA Economic Development Partnership, 2003

Libraries VDOT, 2004

Petroleum Facilities VDOT/DEQ, 2003

RCRA Sites VDOT, 2004

Toxic Release Inventory Sites VDOT/USEPA, 2003

Fire and Rescue VA Economic Development Partnership, 2002

Colleges VA Economic Development Partnership, 2002

Schools VA Economic Development Partnership, 2003

Libraries VDOT, 2004

Petroleum Facilities VDOT/DEQ, 2003

RCRA Sites VDOT, 2004

Toxic Release Inventory Sites VDOT/USEPA, 2003

Fire and Rescue VA Economic Development Partnership, 2002

Colleges VA Economic Development Partnership, 2002

Schools VA Economic Development Partnership, 2003

Libraries VDOT, 2004

Petroleum Facilities VDOT/DEQ, 2003

RCRA Sites VDOT, 2004

Toxic Release Inventory Sites VDOT/USEPA, 2003

Fire and Rescue VA Economic Development Partnership, 2002

Potential Impacts to Land Uses and Man-made Environment

I-81 Corridor

Sheet 2 of 11

I-81 CORRIDOR IMPROVEMENT STUDY

Figure 5-6



Sheet 3 of 11

Potential Impacts to Land-Uses and Man-made Environment:

I-81 Exit 60 to Exit 94



Sheet 3 of 11

I-81 Exit 60 to Exit 94

Resource	Minimum Width	Maximum Width	Add 2- Lanes	Add 8- Lanes
Displacements				
Residential	108	158	105	239
Business	78	85	78	106

Total potential impacts are for I-81 only. Rail corridor potential impacts are summarized in text.